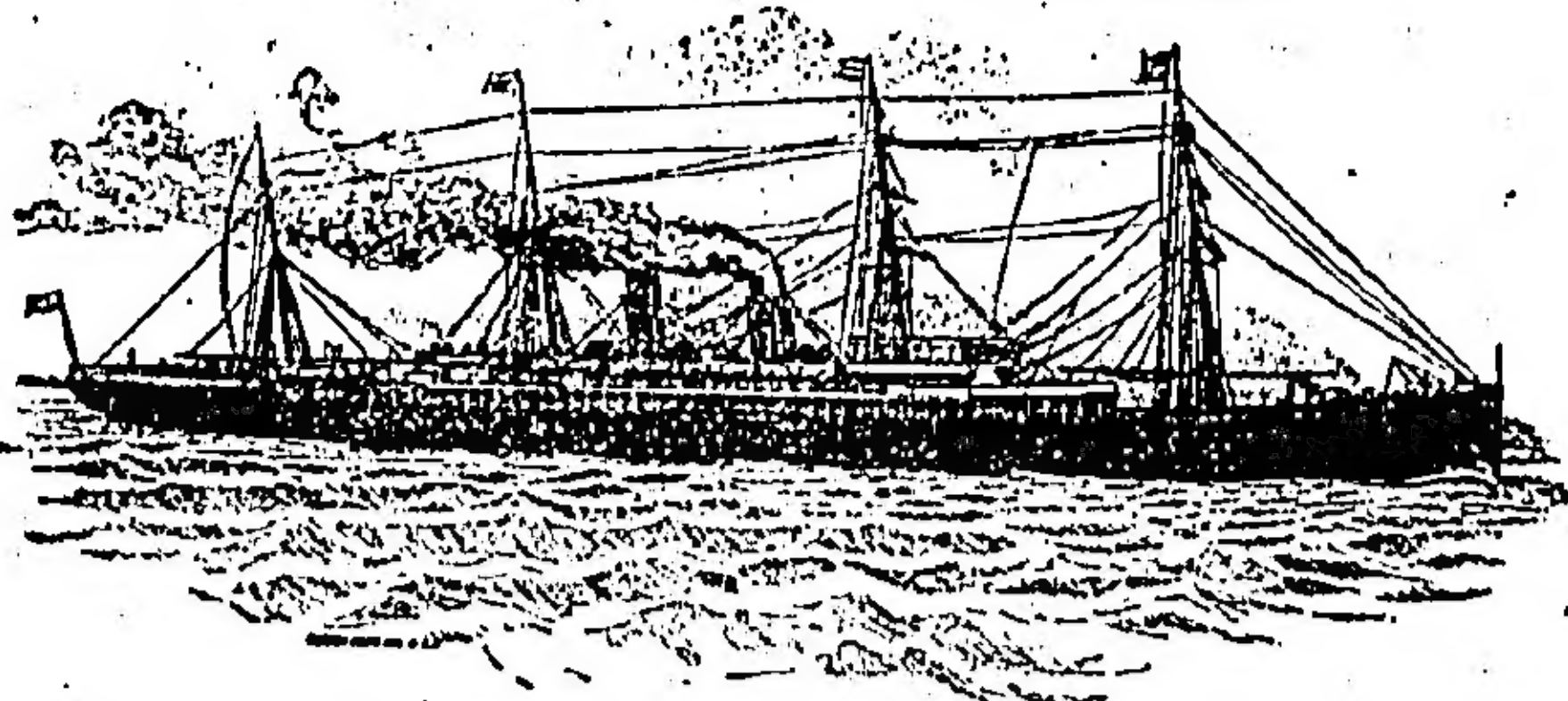


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------|-------------------------------------|
| "COPTIC" | SATURDAY, 11th July, at Noon. |
| "AMERICA MARU" | TUESDAY, 21st July, at Noon. |
| "KOREA" | TUESDAY, 28th July, at Noon. |
| "GABLO" | TUESDAY, 4th August, at Noon. |
| "HONGKONG MARU" | SATURDAY, 11th August, at Noon. |
| "CHINA" | SATURDAY, 22nd August, at Noon. |
| "DORIC" | TUESDAY, 1st September, at Noon. |
| "NIPPON MARU" | TUESDAY, 8th September, at Noon. |
| "SIBERIA" | WEDNESDAY, 16th September, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.
Hongkong, 2nd July, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| | | |
|---------------------------|-----------------|----------------------------|
| R.M.S. "EMPRESS OF JAPAN" | 6,000 Tons..... | WEDNESDAY, 15th July. |
| "TARTAR" | 4,425 " | WEDNESDAY, 22nd July. |
| "EMPRESS OF CHINA" | 6,000 " | WEDNESDAY, 5th August. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 12th August. |
| "EMPRESS OF INDIA" | 6,000 " | WEDNESDAY, 26th August. |
| "EMPRESS OF JAPAN" | 6,000 " | WEDNESDAY, 23rd September. |
| "TARTAR" | 4,425 " | WEDNESDAY, 7th October. |
| "EMPRESS OF CHINA" | 6,000 " | WEDNESDAY, 21st October. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 4th November. |
| "EMPRESS OF INDIA" | 6,000 " | WEDNESDAY, 18th November. |
| "EMPRESS OF JAPAN" | 6,000 " | WEDNESDAY, 16th December. |
| "TARTAR" | 4,425 " | WEDNESDAY, 30th December. |

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight. |
|-------------|-------------------------------------|-------------------------|-------------------------|
| NURNBERG | HAVRE and HAMBURG. | 15th July. | Freight. |
| WURZBURG | (Calling at SINGAPORE and PENANG). | 29th July. | Freight and Passengers. |
| v. Binzer | HAVRE and HAMBURG. | 12th August. | Freight. |
| BADENIA | (Calling at SINGAPORE and PENANG). | 26th August. | Freight. |
| SITHONIA | HAVRE and HAMBURG. | about middle of August. | Freight. |
| Hildebrandt | (Calling at SINGAPORE and COLOMBO). | | |
| ARABIA | NEW YORK. | | |
| Bahle | Via SUEZ CANAL. | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 26th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------|-----------------|------------------------|
| S.S. "HONAN" | 2,353 tons..... | Captain H. D. Jones. |
| "PUYAN" | 2,353 " | G. F. Morrison, R.N.R. |
| "FAISAN" | 2,353 " | A. A. Dixon. |
| "HANKOW" | 2,353 " | C. V. Lloyd. |
| "KINSHAN" | 2,353 " | J. J. Lassus. |

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 559 tons.....Captain R. D. Thomas.
S.S. "SAINAM" 559 tons.....B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.03 per Cask ex
Factory.
In Bags of 250 lbs. Net \$3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903.

NOTICE.

TO all whom it may concern, I, FREDERICK
WILLIAM DAWSON hereby give Notice
that I WILL NOT BE RESPONSIBLE FOR
ANY DEBTS contracted by my Wife, IRENE
HARLOW DAWSON, at present staying at the
Hongkong Hotel.

All persons owing her Credit do so entirely
at their own Risk.

FREDERICK WILLIAM DAWSON.
Hongkong, 30th June, 1903.

MADEWEN, FRICKEL & CO.
have undertaken the Agency in
Hongkong for



A Pure LAGER BEER excellently
Suitable for Hot Climates.

A Refreshing Beverage.
\$16.00 per case of 8 doz. pts.
or
\$2.00 per doz.

3, Duddell Street,
Hongkong.
18th June, 1903.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES and REQUISITE
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.9
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

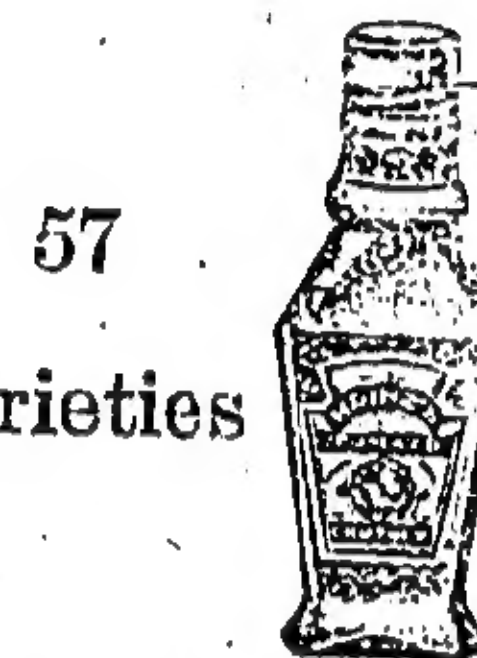
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

L573c

THEY HAVE ARRIVED



57 Varieties of good things
for
the table.

Do you know

that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Voeux Road Central.

Hongkong, 29th June, 1903.

L553c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

L1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.
CONNAUGHT HOUSE.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 28th November, 1902.

CHINESE AMERICAN COMMERCIAL
COMPANY.

司公英華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903.

L45

EASTERN EXTENSION AND GREAT
NORTHERN TELEGRAPH
COMPANIES.

REFERRING to the COMPANIES'
NOTICES of the 20th December and
27th March last, the Senders of Telegrams are
hereby advised that from 1st July next, the
Charges for Telegrams will, subject to Revision
after Three Months, be collected at the Rate of
Forty-eight cents to equal One Franc.

J. M. BECK,
Superintendent.

Hongkong, 25th June, 1903.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,

No. 26, Connaught Road Central
Hongkong, 9th February, 1903.

NOTICE.

Intimations.



WATSON'S

HOUSEHOLD REMEDIES

FOR THE SUMMER.

PRICKLY

HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM

REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD

AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,

LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 245.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE

DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [1359]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 2, 1903.

LOCAL AND GENERAL.

AN Order in Council has been issued in Singapore prohibiting the import of subsidiary Hongkong coinage.

We shall have a Souvenir Day, soon but you will have to pay a personal visit as no chits will go. LeMunyon.—*Adv.*

THE second instalment of Dr. Gilbert Reid's article on methods of Reform in China, and their net results is printed on the third page.

Mr. F. A. Hazeland, the Police Magistrate, left for Japan per the *Hakata Maru* this morning. Mr. T. Sercombe Smith, the senior Police Magistrate, is expected back on or about the 7th inst.

THE Band programme on the New Parade Ground which should have been given on Monday last, but was postponed through stress of weather, will take place on Monday next, the 6th inst.

IN the Lisbon lottery the other day, the prize of £10,000 went to a poor lad who is employed in selling lottery ticket shares. According to a correspondent, he had just been cruelly beaten by his father for not having disposed of all the shares in his possession when the news of his prize arrived.

CHINA is a sleeping giant, waiting only for the magician's wand to make it cast off the shackles of centuries and spring into new life. It may become a great mart open to all the world if the United States and Great Britain so will it, or it may become merely an appendage of Russia if the United States and Great Britain are indifferent to their responsibilities and careless of their material interests.—*Independent*, New York.

THE Osaka Shosen Kaisha send us an excellent guide to their company and to the Land of the Rising Sun. It is a fine production replete with maps and interesting engravings. Intending visitors to Japan should note that the company has a regular service between various ports on the Western half of the Empire as well as Chinese and Korean ports. During the national exhibition the Company is furnishing excursion boats to go through the Inland Sea.

Don't forget the chits for they will not go LeMunyon.—*Adv.*

WE learn that the negotiations with the Indian Government as to the coinage of the new currency for the Straits Settlements have not yet resulted in any arrangement being arrived at. The Indian mints are at present fully occupied in the re-coinage of old rupees, and hesitate to give the desired facilities. It is to be hoped, however, that minting can be done in India, as there would naturally be a considerable saving of time over the same work being done in this country.—*L. & S. Express*.

DURING last term Cambridge University was to have conferred the honorary degree of Doctor of Law on Field-Marshal his Royal Highness the Duke of Connaught, the Archbishop of Canterbury, Lieutenant-General Lord Grenfell, Field-Marshal Sir George White, V.C., Admiral Sir E. H. Seymour, Sir Ernest Satow (Envoy Extraordinary and Minister Plenipotentiary at Peking), Lieutenant-General Sir John French, Lieutenant-General Sir Archibald Hunter, and Captain Percy Scott.

ANOTHER highway robbery was committed on the Shaikwan Road last Tuesday night when a gang of natives got hold of a ricksha coolie and robbed him of a dollar. He called for help, and one of the ruffians drew a knife and slashed him across the neck and chest. Constable Clyde was riding his bicycle to the Shaikwan Station when he came across the injured coolie and had him removed. He then set out to find the robbers and eventually succeeded in capturing a man, who was brought before Mr. Kemp this morning and remanded for a week.

By permission of Major Radcliffe and officers, the band of the 33rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, Friday, the 3rd inst. (weather permitting):—
March—"Le Conquerant" Old Hume.
Overture—"Stradella" Flotow.
Selection—"Hilberia" Kappey.
Song—"Lichelle" Carlyle.
Selection—"Floradora" Leslie Stuart.
Waltz—"A Greek Slave" Sidney Jones.
Two-Step—"Mammoth Men" Thurban.
God Save the King.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P. O. Box 368.—*Adv.*

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Adv.*

THE following notice has been posted at the Magistracy:—"No reporters are allowed to come into this office to read depositions. By order.—(sd.) Wong Ming, 2. 6. 1903."

MESSRS. Behn Meyer and Co. have been appointed the Singapore agents of the new China Commemorial S. S. Co., which is to run every three weeks between Hongkong and San Francisco. The *S. S. Press* hears the new company will offer very favourable passage rates.

It is a matter of common knowledge that anti-English sentiment has always been sedulously fostered at Lhasa by the Chinese Resident, and if he has now swung round to a pseudo-spirit of Anglo-philia, the change is, wholly due, it may be safely assumed, says the *Globe*, to a wish to win over Lord Curzon to his side in the quarrel. Travellers who have recently penetrated the last of the Hermit Kingdoms of Asia, generally met fairly civil treatment until the Chinese authorities at Lhasa heard of their approach. Troops were then hurried off from the capital to drive back the intruders, and this breach of hospitality was represented as the spontaneous outcome of Tibetan exclusiveness.

INFORMATION has been received by the Shanghai Press of a serious fight near Choupoo a few days ago between a desperate band of salt smugglers and a body of soldiers under the command of Wei Chang Po. The smugglers in that vicinity have been very bold of late, and it was with the intention of wiping them out that the soldiers were sent against them. The soldiers went to the scene of action in three gunboats. They numbered about 375. The smugglers numbered nearly 500. After a fight lasting nearly two and a half hours the soldiers were forced to retreat, leaving their arms and ammunition in possession of the enemy. The losses were 12 killed and many wounded. The smugglers' losses are not known.

Now look out for LeMunyon's new store adv. It is a beauty.—*Adv.*

A LONDON merchant of much influence in political circles, who has returned from a tour of British South Africa, told a correspondent of the *Birmingham Post* that the influx of traders from every part of Europe and America is just now being seriously overdone. The older houses find the competition of the newcomers so severe that they are compelled to reduce their profits to a minimum, with the result that business in the interior, notwithstanding its risks, tends to become less profitable than in the more settled colonies, such as Melbourne or Ontario. Fresh capital is being sought right and left by firms who have embarked their slender resources confidently in a venture which is now found to offer little prospect of reward except after years of patient labour. The situation will right itself, but the great need of the new colonies must be held to be not traders, but men willing to engage in the actual development of the land.

LEOPARD have been used with good results hauling light cannon in several recent African campaigns. For all hauling purposes they are said to rival the famous army mule for patience and all-round utility. The leopard was first introduced for draught work in Upogoro, in German East Africa, but they have proved to be valuable that their use is likely to spread widely. A single able bodied leopard, properly broken, it is said, will haul an ordinary mountain or field piece, or a similar weight of ammunition or provisions for a campaign. They are not particular about their food, and will work all day with but one meal. In the jungle marches this is, of course, a great advantage. The leopards are broken to harness when very young. The difficulties of obtaining a full-grown leopard to such work are too great to make them of any practical value. The leopard cub are usually broken by the natives. They are usually hitched up in a simple leather harness and do not carry a bit, but a tight band about the mouth enables one to guide them readily.—*Science Signings*.

THE ALLEGED BRIBERY CASE

At the Magistracy this afternoon Mr. J. H. Kemp heard further evidence in support of the charges against R. G. McEwen, Inspector of Markets, of accepting bribes. Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. M. W. Slade represented the defendant, who had pleaded guilty.

Mr. H. J. Gedge said he was instructed to appear to watch the case on behalf of the poultry guild and on behalf of each witness called for the prosecution from that guild.

Before proceeding with the case, Niel August Johnson, assistant Inspector of Markets, was called, and pleaded not guilty to the charge, as amended, of accepting the sum of \$50 from Ip Chun, Wo Kam, and Lam Hing Shan. Mr. Slade announced that he would appear for the defence, and Mr. Kemp adjourned the hearing of the case until next Thursday.

Pang Chin Ngok, manager of the Hop Wo Chao, was then called, and Mr. Bowley intimated that he did not intend to offer any evidence against him and he was discharged. With regard to Tsang Ah Tso, a Wanchai market coolie, Mr. Kemp announced that the case would be taken on 9th inst.

Mr. Slade then cross-examined Fung Yun, a salesman in the Sun Fu poultry shop, Western Market, who had deposed to giving the defendant \$10 of the poultry guild's money.

The accountant in the Sun Fu shop was called and examined at length after which the case was further adjourned.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present:—The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Mr. C. McL. Messer, (Acting Registrar General), Capt. Lyons, Acting C. S. P., Mr. H. E. Pollock, K.C., Col. Webb, R.A.M.C., Mr. Ahmet Rumjahn, Mr. E. A. Hewett, Mr. Mr. Fung Wa Chun, Mr. Lau Chu Pak, Dr. Pearce, Acting M.O.H., Dr. Burnett, Assistant M.O.H., and Mr. C. A. Woodcock, Secretary.

A report of the Select Committee appointed for the consideration of Mr. Pollock's motion and the Acting Medical Officer of Health's reply thereon, together with a Chinese petition relative to the same question, were laid on the table.

Col. Webb moved that the recommendation be adopted, and that a copy of the report be circulated for the information of the members. Capt. Lyons seconded.

Agreed.
Mr. Rumjahn then addressed the meeting, and submitted that the recommendations did not offer sufficient inducements to the Chinese to cease dumping plague bodies. He suggested that tenants be permitted to do their own cleansing under the supervision of the Board's officers. He also alluded to the compulsory detention of inmates of a floor on which plague had occurred, and spoke rather warmly in the subject of compulsory confining, for the space of 24 hours, persons inhabiting the same floor of houses in which a case of plague had occurred, and in which a plague corpse remained. He did not hesitate to express it as his opinion that such a practice was a disgrace to the Colony and a great discredit to the Board.

PROSECUTIONS.

The President, pursuant to notice, moved:—That the Board, under the provisions of section 30 of the Public Health and Buildings Ordinance, 1903, depute Inspector Frederick Fisher to institute summary proceedings before a Magistrate against any person contravening any of the By-laws duly made under section 16 of the Public Health and Buildings Ordinance, 1903, when so directed in writing by the Acting Medical Officer of Health.

Col. Webb seconded.

Agreed.

Mr. Pollock, pursuant to notice, moved:—1. That a copy of the President's report on the Health and Sanitary Condition of the Colony of Hongkong for the year 1902 be sent to every member of the Sanitary Board.

Mr. Hewett seconded.

Carried.
2. That a copy of the President's report and of the reports and tables annexed thereto, which are contained in Government Notification No. 393 of 1903, be sent to every member of the Sanitary Board.

Mr. Fung Wa Chun seconded.

Carried.

3. That the memorandum of the Acting Medical Officer of Health upon the construction of certain provisions of the Public Health and Buildings Ordinance, 1903, which was read at the recent meeting of property owners, be handed to the Press for publication.

Mr. Hewett seconded.

Carried.

The President read a letter from the Colonial Secretary respecting the subject. This letter will be reproduced in to-morrow's issue.

BATH-HOUSES AT TAIPIINGSHAN.

A drawing showing proposed bath-houses for men and women to be erected on a site adjoining Pound Lane, Taipingshan, was laid on the table.

PLAGUE AT AMOY.

The following report of plague at Amoy was laid on the table:—

H. M. Consulate,

Amoy, June 9th, 1903.

Sir,—I have the honour to report that the epidemic of plague here appears to have reached its maximum and now shows a tendency to decrease, the average number of cases reported during the last few days showing a slight reduction.—I have, etc.

P. F. HAUSER,

Consul.

The Honourable

The Colonial Secretary,

Hongkong.

Mr. Pollock intimated:—The plague at Amoy seems to have begun to decrease about the time as it did here.

DUMPING OF PLAGUE BODIES.

The correspondence relative to the percentage of dead bodies, dead of plague, found impud, was tabled. It reads:—

Minute by Colonial Secretary to Secretary, Sanitary Board.

note from the M. O. H.'s Memo, laid on the table at last Sanitary Board meeting that the percentage of dead bodies, dead of plague, dumped up outside houses in 1901, was only 1.7 or the lowest on record.

It is the year the two soldiers were employed to stop dumping for about 2 months in the plague season—first week in May to first week in July. Is the low percentage of dumped bodies attributable to any other cause?

(No. by Dr. Pearce, dated 20th ult.)

Very much regret that in endeavouring to quickly an answer to the 'question' of

Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

Mr. Pollock lately asked at a Board meeting on the subject of the percentages of dumped bodies, I did not give the figures correctly. I beg to submit herewith a revised report on these figures.

In 1898—cases 1,314.
found in streets or hillsides 304.
percentage—23.1.
1899—cases 1,462.
found in streets or hillsides 354.
percentage—24.2.
1900—cases 1,85.
found in streets or hillsides 320.
percentage—19.7.
1901—cases 1,649.
found in streets or hillsides 320.
percentage—29.5.
1902—cases 572.
found in streets or hillsides 198.
percentage—34.6.
1903—cases up to date of previous report 96.
found in streets or hillsides 329.
percentage—33.3.
1903 (19. 6. 03)—cases 1,214.
found in streets or hillsides 397.
percentage—32.7.

The cases I have counted as "dumped" include those found dead in streets, the harbour or hillsides, but do not include those found in matted, empty floors of houses, nor in boats.

In the former figures there were accidentally included many cases found in the streets but which are shown to have been taken to the Tung' Wa Hospital for treatment. The previous number 13.8 given as the percentage of dumped bodies in 1901 was due to an error in the addition. In will be noticed, however, that the figure I now give, namely 19.7, is still the smallest for the six years.

With regard to the question of whether the employment of soldiers in May and June had any appreciable effect in lessening the "dumping," I submit for consideration the following figures calculated on the same basis as those given above.

In May and June, 1901, there were registered 1,254 cases of plague. The "dumped" bodies numbered 233. This gives a percentage of 18.5. This differs by 1.2 only from the figure for the whole year, namely, 19.7.

Of the 395 cases occurring not in May and June, 1901, there were 93 dumped. This gives a percentage for the year of 23.5. This is the figure which should be compared with the percentage during May and June (18.5) for the purposes of considering whether the employment of the 100 soldiers had any effect.

The report was adopted.

MACDONNELL ROAD AND MALARIA.

The Acting Medical Officer of Health intimated to the Secretary on the 22nd ult., as follows:—

"I think it would be well to send a circular letter to the people living in MacDonnell Road calling their attention to the danger of allowing small collections of water such as are found in flower saucers, etc., in gardens. Malaria has been frequent in MacDonnell Road and the inhabitants there can do much to lessen it by paying attention to these matters."

Mr. Pollock intimated:—"A general notice might be distributed all round the Colony in English and Chinese."

Mr. Lau Chu Pak intimated:—"I think the attention of those living in the other malarial districts should also be drawn."

It was resolved that stagnant pools be treated as ordinary nuisances.

CONVENIENCES FOR THE HONGKONG CLUB.

Messrs. Palmer and Turner wrote on the 27th May for permission to fix on the reverse side of the servants' staircase, in the Club Annex, a urinal in place of the one previously sanctioned, the water supply to be taken from the tank supplied from well as originally proposed.

BAKE-HOUSES.

Applications for houses Nos 69, 347 and 445, Queen's Road West, to be registered as bake-houses were granted.

The renewal of the licence for No. 228 Queen's Road West for a similar purpose was also granted.

FAT BOILING.

Permission was not granted for house No. 423, Queen's Road West to be registered as a fat-boiling establishment.

PUBLIC LATRINES.

The following report was laid on the table:—

"Report by the Sub-Committee of the Sanitary Board, appointed to consider what sites could be recommended to Government for the erection of Public Latrines and Urinals."

A meeting of the Sub-Committee was held on the 30th June, 1903. Present: all members, viz., The Vice-chairman (Hon. W. Chatham), chairman, The Acting Medical Officer of Health (Dr. Pearce), and Ahmet Rumjahn, Esq.

The chairman submitted a plan of the city showing the sites of latrines and urinals already existing or in course of erection.

The Committee unanimously recommended the erection of latrines and urinals on the following sites:—

Latrines.—One of 20 seats, arranged in a single row, on the west side of the Bowington Canal, in Canal Road West. The building to be kept clear of houses fronting on the road and to be close to the edge of the canal.

One of at least 40 seats on the vacant land on north side of Bridges Street, near Sing Wong Street.

One of as many seats as can be arranged on the triangular space north of the Harbour Office.

All of the above to contain a small amount of urinal accommodation.

Urinals (8 stalls each).—One in lane between Nos. 14 and 16, Upper Station Street. One on the Praya opposite M. L. 54. One ditto M. L. 224.

As the erection of the above will probably absorb the amount to be provided for this service during the ensuing year, the Committee refrain from making any further recommendation.

Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

tion.—(Sd.) W. CHATHAM, chairman. Dated 30th June, 1903.

The report was adopted.
PATS.
During the week ended 29th ult., 1,343 rats were caught in Victoria and 672 in Kowloon; 144 and 18 of them, respectively, being infected. The total number caught for the week being 2,015 of which 162 were infected.

LIME-WASHING.
The lime-washing return, for the fortnight ended 23rd ult., gives the total number of houses so treated as 1,634. There were no prosecutions for failure to lime-wash.

This concluded the public business of the meeting. A full report will be printed in the *Telegraph* to-morrow evening.

MIDWAY ISLAND.

The following letter has been received from Mr. E. W. Tilden, local agent of the P. M. S. S. Co.:—

S. S. *Coptic*,
Hongkong, July 2nd, 1903.

E. W. Tilden, Esq.,
Agent, O. & O. S. S. Co.,
Hongkong.

Sir,—I beg to inform you that I called at Midway Island on my outward trip to land mail for the U.S. Navy and cable authorities. We arrived off the Island on the afternoon of June 13th. Captain Rodman, of the U.S.S. *Itasca* boarded us and reported all well, and everyone anxiously awaiting the cable ship, which they expected to arrive about June 20th. I am, sir, Yours very truly,

JNO. H. RINDER,
Commanding.

THE FEAR OF FOREIGN FOES.

The bitter experiences suffered by the Chinese government in the North in 1900 when their large and important arsenals, gun foundries and small arms factories in Tientsin and at Hsiku were taken possession of by some of Allies who eventually, as in the case of the Russians with the large Eastern Arsenal, carried off all the machinery in that place to Fort Arthur, have taught the Chinese officials the lesson that it would not be to their advantage to have such important institutions any more in the vicinity of the march of any hostile foreign army, in the event of further wars in the future with Western Powers. To this end the Government have caused a new Peiyang Arsenal and big gun and small arms works to be built in Tschou prefecture, Shantung province, on the southern banks of the Grand Canal and a few miles north of the city of Tschou itself. The machinery of the Government works near Chefoo is also to be removed to Tschou as well as the remnants of the wreck left in Tientsin which the officials of that city have succeeded in repurchasing from their foreign captors. It is also stated in local mandarin circles that the Kiangnan Arsenal here is also to be in a large part removed to some inland town in this province, the recent visit here of H.E. Wei Kuang-tao, Viceroy of these provinces, having been in connection with this scheme of removal so as to avoid the danger of speedy capture in the future, which from the Arsenal's pre-ent position would be most easy of accomplishment by any Power which should care to do so in time of war with China.

P. AND O. CO.

In their half-yearly report to the end of March, the directors of the Peninsular and Oriental Steam Navigation Company state that the position of the Eastern shipping business, far from improving, has deteriorated considerably within the six months. The freight receipts in connection with the Indian and Australian trades have been adversely affected by the prevalence of plague both on the Bombay and Bengal side of India and by the prolonged drought in Australia, and the intercolonial trade between Bombay, China, and Japan has also suffered a considerable relapse, due to the unsatisfactory markets in China. As regards the trade between London and China, the revenue has been more nearly maintained; but the great fall in silver has naturally depreciated the returns from that quarter. On the whole there has been a decrease of over £500,000 in the freight earnings of the half-year; but the passenger traffic has shown a "moderate improvement." The coal contracts are more favourable than last year; but the general level of expenditure at all ports continues exceptionally high.—*Financial News*.

THE PLAGUE.

During the twenty

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From our own Correspondents.)

BOMBAY, 2nd July.

The P. & O. S. N. Co.'s mail steamer left Bombay yesterday evening with about 755 chests of Malwa opium. The prices of superior drug are as follows:—

New Rs. 1,180
Old " 1,320
Oldest " 1,430

The market is strong.

CALCUTTA, 1st July.

The seventh sale of opium realized—

2,000 chests at Rs. 1,301
2,000 " " 1,290

(Reuter's.)

Cape Colony.

LONDON, 30th June.

The Cape Assembly has ratified the Convention establishing a South African Customs Union; an amendment opposing the preferential treatment of Great Britain was rejected by the casting vote of the Speaker.

Reinforcements for Somaliland.
150 more Bombay Grenadiers have left Aden for Berbera.

LATER.

A despatch from General Manning says deserters deny that there are any white prisoners in the Mullah's Camp.

Col. Rochfort wires that the Abyssinians after forced marches surprised the Mullah's Horse Spearmen on the 31st May and that after a slight resistance the enemy fled. It is reported that the Mullah's uncle and 1,000 spearmen were killed and all livestock including 1,000 camels captured.

THE TRANS-SIBERIAN RAILWAY.

MR. E. R. BELLIOS'S EXPERIENCES.

We received by the mail to-day a copy of a booklet of some sixteen 8vo pages, giving Mr. E. R. Bellios's experiences on the Trans-Siberian railway as related by this gentleman himself. The particulars of this journey are given as will probably be of interest to his friends and afford some useful hints to any one contemplating travelling by the new route.

We give below a few brief extracts from the pamphlet. Mr. Bellios writes:—

"It was told the effort would break down my health. My experience has been the contrary. This route is bound to be the route of the future between Europe on the one side, and China and Japan on the other. The railway journey is expected to be reduced to one of ten days between Dalmay and Moscow. In the first instance, the recommendations in favour of the route are: the short time necessary to do it, against 30 to 35 days required by the sea; the cold climate, against the hot climate; no necessity of the constant change of lines; no necessity of carrying two sets of baggage—one for summer and the other for winter; no apprehension of meeting bad weather, which is inevitable in a long voyage, even in the best season of the year.

There are 75 stations between Dalmay and Manchuria, 59 stations between Manchuria and Mussovalah, three stations between Mussovalah and Irkutsk (crossing Lake Baikal), and 517 stations between Irkutsk and Moscow. In all, 654 stations. The train stops at every station, although it is called an express train. The hills here are rocky, similar to the hills in the neighbourhood of Hongkong. Thursday, 23rd April.—Thermometer at 6 a.m. stood at 60 in my compartment, but, being a windy day, the temperature is keenly felt.

The officials speak nothing but Russian. If it were not for a few passengers who spoke English, French, and German, the English passengers would have been somewhat inconvenienced. The officials will not understand even when spoken to by signs. They are a set of blockheads. A foreigner sitting at the table had the soup tureen placed before him, but there was no soup-plate. He made signs that a soup-plate was wanted, but the waiter could not understand him. After several attempts the blockhead was made to see what was wanted, and then supplied the necessary article.

In Russia, as in China, calculations are made by the machine board. Figures on paper are difficult to be added even by a first-class clerk. Saw an arcade, the largest, I believe, in the world. The city has improved considerably in its architectural aspect since I visited it in 1887.

The national dish in this country is the caviar, served with half a lemon and fresh-cut onions. There are 24 species of fish who produce caviar (roe), therefore there are 24 varieties or qualities of roe (caviar). The best is available this time of the year. What is tinned and sent abroad is of the fifth quality. The best must be eaten fresh, or only a few days old. It will not keep, therefore it is not preserved. The well-to-do people make their nights days for the sake of pleasure. Restaurants are open till 5 a.m. Even on board the trains the restaurants keep open till 1 a.m. They are supposed on this account not to open before 9 a.m. the next day.

The cost of the journey from Hongkong to this country is 20 per cent. less when compared with what is usually paid by the Suez Canal route.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

INDOCHINA STEAM NAVIGATION COMPANY (LIMITED).

The twenty-second ordinary general meeting of this Company was held on 5th ult. at 29, Cornhill, Mr. Keswick, M.P., Chairman of the Company, presiding.

The Chairman, in moving the adoption of the report and accounts, which were taken as read, said that the report briefly set forth all that need be said with regard to the operations of the Company. As the shareholders were aware, last year was one of considerable depression in the shipping trade, not in China alone, but throughout the world. In China the depression was very severe, and the competition for the reduced amount of freight was most keen, both on the Yangtze and on the coast. The result was seen in the revenue of the Company, which was unfortunately greatly reduced. The account, however, which the Directors are able to put before the shareholders exhibited under the circumstances a very satisfactory state of things. They were fortunate in having to the credit of their underwriting account a very large sum, due to the immunity from loss or serious damage to the fleet over a long period, and the Directors felt they were justified in reducing this account by £28,555, which had been carried to revenue account, leaving still the large sum of £250,000 to the credit of underwriting account. They had also in reserve, untouched, £100,000, and consequently they were in a position to declare a dividend at the rate of 5 per cent, and to carry forward a small balance. He thought that in the circumstances this result could not but be regarded as satisfactory on the whole. The position of the Company was one of great strength, and they only wanted a return to better trade. He was glad to say that this year they had begun better than last year, and should the favourable conditions continue they might hope to see a very much better account at the end of 1903. The *Kew-thing* indemnity claim had been settled by the Chinese Government for a lump sum, and out of that they had to settle with the claimants, for loss of life in some cases, and for injury in other. The only delay that would now take place in the distribution of this money was the delay which was necessary in order to verify the rights of the various claimants. He might mention that the sum received would not give the Company back the full value of the steamer they lost; there would be some small loss, and also the loss of interest from the time the steamer was lost until they received payment (hear, hear).

Mr. W. Patterson seconded the motion for the adoption of the report, and it was agreed to unanimously.

Mr. Patterson, who retired by rotation, was re-elected director and the appointment of Mr. H. Beazley as a member of the Board was confirmed.

Mr. Sawyer, in moving a vote of thanks to the Chairman and Directors, coupling with it the general agents of the Company, and the officials afloat and ashore, both at home and abroad, said he thought the meeting ought to place on record their regret at the loss which had been sustained by the death of their late Chairman, Mr. McAndrews, and of Mr. W. L. Watson, and their sympathy with their relatives (hear, hear).

The motion was agreed to. The Chairman, in returning thanks, said that the Board had sustained a real and serious loss in the death of these two gentlemen, and he would take care that the expression of sympathy on the part of the shareholders was conveyed to their families. A great deal of the prosperity of the Company was due to the captains and officers of the fleet, and all connected with the management of the affairs of so considerable a Company and he felt certain that the expression of their approval would be very much appreciated by them.

THE SILVER QUESTION.

THE SIAMSE CURRENCY.

The following interesting note on the effect of the currency reform recently introduced in Siam is published by *The Times* from a correspondent in Bangkok, dated April 24th:—

Siam's great experiment in closing the mints to the free coinage of silver and selling her ticals at a fixed sterling rate has now been tested by four months' working. The result is something of a disappointment, though it probably does not affect the prestige of the country in the eyes of the commercial world. The Government has its selling rate, but there are no buyers. The banks, on the other hand, have gone back practically to the market rate of silver. Fortunately silver is high for the time and also steady, but the collapse of the fixed tical does not tend to that confidence which is so necessary in trade. The business world realised, of course, from the first that the Government's action did not ensure the absolute fixity of the value of the tical. But Siam is so happily situated with its exports largely overtopping its imports, with no debt, and consequently no large amount of gold to remit, that it was hoped its experience would be more favourable than that of India, where exchange fell for about two years after the closing of the mints. What has happened is a fall of 4d. in the dollar rate within a fortnight—certainly a large drop—and if silver had not luckily been higher than it had been for nine months past, the drop would have been even greater. The position in Siam is peculiar. Naturally the adoption of a good standard in any form has, to start with, an adverse effect on exports. People are unwilling to forego the splendid prices that have been coming to them for paddy under a steadily falling exchange, and when the supplies of the small holders were exhausted, the large holders have been refusing to sell at the reduced rate the enhanced value of the tical made necessary. Exports have accordingly

fallen off for the moment, imports were at the same time brisk, and the bills that the banks had to negotiate showed a huge preponderance on the one side. There seems to be no doubt of the fact, though certainly up to the end of last month the Customs returns showed that the exports continued to exceed the imports. It was inevitable, therefore, that the banks should desire to lower their rates, and the peculiarity of the situation is that the whole position was never more absolutely in the hands of the banks. When the Government closed the mints its intention was to fix its selling rate of ticals at 17 to the pound sterling, but a compromise had to be come to with the banks that the Government selling rate should be fixed at 20 to the pound sterling, and should not be changed for three months except as silver rose. The value of the tical would go up in proportion to any rise in silver, but would not go down if silver fell again. The actual rate at the time was between 21 and 22 ticals to the pound sterling, but owing to the recovery of silver the Government selling rate has been 14 to the pound for some time. Probably there have been no Government sales at that rate, though it ruled the bank rate for some time. But since the closing of the mints the three banks have bought something like half a million sterling of ticals, a considerable portion of them at the rate of 20 to the pound. They are, therefore, in a magnificent position whatever happens. This outcome was hardly realised at the time the compromise was made, and apparently the Government is content to wait till things adjust themselves again. In effect it probably puts off the realisation of a gold standard in Siam for about a year; by that time the banks will probably have to buy ticals again. The stagnation in trade will not last so long as that, however; exports will revive with the coming of the rains, which will bring out the later paddy and other products from the interior.

THE STRAITS CURRENCY.

THE QUESTION OF RATIO.

A meeting of the Straits Settlements Association was held on the 3rd ult. in the offices of the Tanjong Pagar Dock Company, to consider currency matters with special reference to the question of "ratio." Mr. W. Adamson, C.M.G., presided, the others present being Messrs. W. G. Gulland, T. Cuthbertson, H. Paddy, R. F. McNair Scott, A. Young, J. Finlayson, A. Currie, W. McKerrrow, S. R. Carr, F. C. Bishop, W. R. McArthur, Hon. C. Stringer, A. G. Angier, R. Craig, A. Johnson, J. B. McLaren, G. W. Butt, James Greig, R. Murray Bell, James Miller, A. G. Wright, T. Whitehead and L. Fraser.

The Chairman said the object of the meeting was to enable members to express any opinion they might have in regard to this question of the currency, and more particularly in state their views in reference to the matter of ratio. There was very little doubt, he thought, that the Government of Singapore was about to take immediate action in the matter. He understood that, generally speaking, the necessary arrangements were being carried out as far as practicable, and it would be very desirable that their friends in Singapore, the members of the Straits Association, and the community generally should understand what is the opinion of the mercantile body here. It would no doubt assist them very much in coming to a decision themselves. If any resolution were passed dealing with the matter, he would take care to telegraph them to Singapore that night. That was all he had to say at the moment; it was for members of the Association to make any remarks they might wish.

Mr. W. C. Gulland: I have pleasure in proposing this resolution—"That this meeting cordially approves of the proposal to adopt a gold standard for the Straits Settlements and the Federated Malay States, and is of the opinion that the recommendations of the Currency Committee are eminently practicable, and that their adoption by the Government is most desirable."

Mr. S. R. Carr seconded, and the resolution was adopted without discussion.

Mr. T. Cuthbertson said there was practical unanimity as to the Straits going on a gold basis. He did not know whether they would be equally unanimous when they came to talk about the question of ratio. That, of course, was an important point. He noticed in the report Sir Frank Swettenham telegraphed home in December last year that he indicated his wish or desire that the ratio should be fixed at something about the then current rate of exchange. Looking back to the course of exchange since December, the adoption of that suggestion would have put them in a somewhat difficult position. Exchange had advanced somewhat rapidly, and he took it that if the ratio had been settled at the rate of exchange then current they would have run a great risk of losing all their dollars. He presumed it was absolutely necessary in fixing the ratio that it should be fixed at a point not likely to be reached by silver in the open market. Looking at the currency arrangements made in the neighbouring countries, at the Philippines where the American dollar was fixed at 25, at Japan where the value of the yen was about 25, and at the recent change to a gold standard in Siam—he thought they might say that unless the ratio be fixed at something near 25, they might find themselves in some difficulty. He therefore ventured to suggest for their consideration that the ratio should be 25. He would move the following resolution:—"That this meeting is further of opinion that the ratio of exchange between the new dollar and the sovereign should be ultimately brought up to 25 per dollar."

Mr. Serget seconded. A discussion of a conversational nature then ensued, in the course of which Mr. T. Whitehead drew attention to the possible wrongs that might be inflicted on current contracts and those extending over long periods as between debtor and

creditor. Mr. F. C. Bishop also pointed out that although they were proceeding on the same lines as had been pursued in India, still the conditions prevailing in the two countries were of a quite dissimilar nature. Mr. Cuthbertson said that in regard to the point raised by Mr. Whitehead, he did not suppose it was possible, even if they wished it, to bring the parity of exchange at once to 25. It would naturally be a somewhat long process. How long he was not in a position to say. They knew that in India it took some six years from the beginning of the scheme to bring the rupee up from 15 to 15.45. How long it would take in Singapore he did not think anyone could say. The process would be a slow and gradual one. In regard to the relations between debtor and creditor he could only say the disturbance on the recent occasion would not be as large as it had been by the fluctuations in silver. Looking back to the past he did not remember any very great difficulties arising in Singapore as between debtors and creditors. He did know that for some time back business had been made very difficult by constant fluctuations in silver. The Chairman added that the intention of the committee in declining to name a ratio was to allow time for the matter to be fully considered by the mercantile community generally, and also thinking that, as time went on, a better opportunity would present itself than at the moment of seeing what the course of silver would be. It was always supposed that the progress to a higher exchange would be slow. After further conversation the resolution was put to the meeting and carried unanimously.

Mr. Miller then proposed: "That the chairman be instructed to forward a copy of this resolution to the Secretary of State and to telegraph the same to the Straits Settlements Association at Singapore." Mr. McLaren seconded, and the resolution was unanimously passed.

A vote of thanks to the chairman proposed by Mr. Gulland terminated the proceedings.

The following letter, signed "Straits," appeared in the *Standard*:—

The report of the Committee appointed to inquire into the expediency of introducing a gold standard into the Straits Settlements has now been published. As was to be expected from the composition of the Committee, the report is a very lucid and able document. The gist of it is as follows:—Here follow paragraphs 57-63 of the report, which have already been published by us—*Editor, L. S. & Co. Ltd.*—This scheme, which it may be pointed out incidentally is substantially on the lines suggested in the communication you published in your issue of Nov. 27 last, seems, as far as can be judged, to find universal favour among the people interested in the trade of the Straits Settlements. There are, however, two points to which it may be advisable to draw attention. In the communication above referred to it was suggested that the currency should consist of token coins of half-dollars (on the same lines as in Japan). This suggestion, it will be noticed, has not been adopted by the Committee. The second point is the Committee's recommendation that, simultaneously with the arrival of the first supply of the new dollars, the import of Mexican and British dollars should be temporarily prohibited, and the export of the new dollars should also be prohibited.

The first point appears to be very important, and its being disregarded might, in the future, lead to serious consequences, in fact, to far more serious consequences than the state of affairs which has given rise to the appointment of the Committee. The object of the measures recommended is to bring about fixity of exchange, which object, however, would not be certain to be attained. Supposing the rate which it is intended to establish ultimately as the exchange value of the Straits dollar to be 25, it would only be necessary that silver should rise to above 25d. per ounce, and we would, although on a higher level, again have all the vicissitudes of fluctuations in exchange. But what is more serious is that if silver should rise above the price indicated it would lead to all the full-weight Straits dollars being melted down to be sold as bullion, with the result that the Straits Settlements would be entirely denuded of all currency. This, it must be admitted, is a serious contingency, and ought not to be lightly treated, all the more so as the simple remedy above indicated is available.

The second point, although of comparatively little importance, nevertheless deserves consideration. There appears to be absolutely no necessity for the proposed measures. Their adoption is bound, in some way or other, to interfere with legitimate trade, while its non-enforcement would, no doubt, contribute to the change of standard being effected more smoothly. It is admitted that the contraction which will effect the appreciation of the new coin must take some time. Nothing would, therefore, be lost by dropping the above recommendations. The mere fact that it will be known that on some date or other the Mexican and British dollars will be demonetised will, in itself, lead to shipments of these coins being curtailed as much as possible, and, instead of people being anxious to increase their supplies of it, it is only reasonable to expect that everyone will do his best to get rid of as many of these dollars as he possibly can. Under these circumstances, and considering that everyone will have been fully forewarned, there is no hardship if, after the supply of the new dollars will be considered sufficient for the requirements, it will be notified that after, say, three months, Mexican and British dollars will cease to be legal tender. The bulk of the dollars would, by that time, no doubt have disappeared from the Straits, and have found their way to China and other countries. For the opposite reason there is no need to prohibit the export of the new coin. Everybody will know that it is in the country. By publishing these remarks in your influential paper you might, chiefly as regards the first point, be instrumental in preventing what might, at a future date prove a calamity in an important part of the Empire.

THE EASTERN MAIL.

CONTRACTS.

The General Post Office has issued the following notice:—A small committee has been appointed to consider the best means of providing for the conveyance of the mails to and from the East and Australasia on the expiration of the existing contracts with the Peninsular and Oriental and Orient Steam Navigation companies. It is constituted as follows:—

Mr. Evelyn Cecil, M.P., Chairman.
Mr. H. Buxton Forman, C.B., Assistant Secretary, Post Office.

Sir John Anderson, K.C.M.G., Principal Clerk, Colonial Office.

Mr. F. C. Holiday, Auditor of Home Accounts, India Office.

Mr. S. J. Giff, C.B., Civil Assistant to the Director of Transport, Admiralty.

Mr. W. E. Smith, Superintendent of Construction Accounts, Admiralty.

Sir T. W. P. Blomfield, Assistant Secretary for the Finance Department, Board of Trade.

With Mr. A. G. Ferrard, of the Secretary's Office, Post Office, as Secretary.

The London correspondent of the *Birmingham Post*, writing on 2nd ult., says:

I am told upon excellent authority that only as recently as yesterday no agreement had been arrived at between the Postmaster General and the Russian Government with respect to the conveyance of British mail matter to the Far East by the Trans-Siberian route.

An official announcement was made at the beginning of the year to the effect that this route was now available, but I have reason to know that the letters so mailed were, in point of fact, diverted by the Postal Department to the ordinary routes between Great Britain and China. In this connection it will be of wide general interest to know that letters handed in at Russian post-offices in China have just reached London, within twenty-five days of their despatch from Shanghai. This is more than a week's saving of time, and when the return journey is arranged there will be a total economy of three weeks upon the round journey. The effect that this will have upon business correspondence will be immediate and emphatic, and the only marine competitor that has any chance of success is the Pacific route, which, however, will have to guarantee train and steamship connections to become a serious rival of the Russian route.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

With the exception of a slight improvement in Hongkong Lands to \$162.50-\$163, the market is practically paralyzed. In Shanghai Farnham Bryds declared a final dividend of 15s. 8d. per share making, in all, 15s. 15d. for the year.

TO-DAY'S EXCHANGE.

| | |
|------------------------------------|----------|
| ON LONDON, Telegraphic Transfer | 118 |
| " Bank Bills, on demand | 118 1/16 |
| " Credits, 4 months' sight | 118 1/8 |
| " Demand, 4 months' sight | 118 1/8 |
| ON BERLIN (demand) | 118 1/8 |
| ON PARIS, Bank Bills, on demand | 209 1/2 |
| " Credits, 4 months' sight | 213 |
| ON NEW YORK, Bank Bills, on demand | 40 1/2 |
| " Credits, 30 days' sight | 41 1/2 |
| ON BOMBAY, Telegraphic Transfer | 124 1/2 |
| " On demand | 125 |
| ON SHANGHAI, Telegraphic Transfer | 71 1/2 |
| " Private 30 days' sight | 71 1/2 |
| ON YOKOHAMA, T.T. | 81 1/2 |
| Sovereigns, Bank's Buying Rate | \$11 96 |
| Gold Leaf 100 touch, per tael | 61 90 |
| Bar Silver | 24 1/2 |

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

| | Per chest |
|-----------------|-----------|
| MALWA NEW | 970/1000 |
| " LAST YEAR | 1020/1030 |
| " OLDEST | 1120/1130 |
| PATNA NEW | 1061 1/2 |
| " OLD | 1070 |
| BENARES NEW | 1061 1/2 |
| " OLD | 1070 |
| PERSIAN (PAPER) | 700/800 |

To-day's Advertisements.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

| 1903. | About |
|----------------|------------|
| " MACDUFF " | 15th July. |
| " SAINT BEDE " | 25th July. |
| " ORO " | " |
| " MOGUL " | " |
| " SATSUMA " | " |

For Freight and further information, apply

DODWELL & Co., LIMITED.

Agents, 2nd July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM ANTWERP, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M., TO-MORROW.

Goods not cleared by the 9th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd July, 1903.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

To-day's Advertisements.

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

AN INSTALLMENT of 20 per Cent. of the Certificate amount is hereby declared payable on Coupon "B" of Certificates issued in payment of British Private Claims under the Provisions of the Notification of the 12th June last.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS, British Delegate.

Shanghai, 1st July, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Evans, will be despatched for the above Ports, on SUNDAY, the 5th instant, at 9 A.M.

For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 2nd July, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AUSTRALIAN,"

Captain W. G. MacArthur, will be despatched for the above Ports, on WEDNESDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Britannia*. From Calcutta, ex S.S. *Samal*. From Persia, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 9th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|------------|-----------------|
| GLASGOW and LIVERPOOL | "DARDANUS" | On 5th July. |
| GLASGOW and LIVERPOOL | "MACHAON" | On 12th July. |
| GLASGOW and LIVERPOOL | "DIOMED" | On 16th July. |
| GLASGOW and LIVERPOOL | "HECTOR" | On 22nd July. |
| GLASGOW and LIVERPOOL | "NESTOR" | On 29th July. |
| GLASGOW and LIVERPOOL | "TEUCER" | On 30th July. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | On 30th August. |

S.S. "DARDANUS" left Singapore 1st inst. and is due here 5th inst. p.m.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|--------------|--------------------|
| MARSEILLES, L'DON & A'WERP. | "ALCINOUS" | On 7th July. |
| "LIVERPOOL" | "PROMETHEUS" | On 22nd July. |
| MARSEILLES, L'DON & A'WERP. | "PELEUS" | On 21st July. |
| MARSEILLES, L'DON & A'WERP. | "STENTOR" | On 4th August. |
| MARSEILLES, L'DON & A'WERP. | "DARDANUS" | On 18th August. |
| "LIVERPOOL" | "DIOMED" | On 20th August. |
| MARSEILLES, L'DON & A'WERP. | "NESTOR" | On 1st September. |
| MARSEILLES, L'DON & A'WERP. | "MOYUNE" | On 15th September. |

S.S. "ALCINOUS" left Shanghai 1st inst. a.m. for Foochow and this.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|------------|-----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA. | "MACHAON" | On 14th July. |
| | "NINGCHOW" | On 10th August. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd July, 1903.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|------------|-----------|
| LOILOI | "YUOHANG" | 2nd July. |
| CHEFOO and TIENTSIN | "NANOHANG" | 4th " |
| MANILA | "CHINGTU" | 4th " |
| PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE. | "CHINGTU" | 4th " |
| SHANGHAI and CHINKIANG | "SHANSI" | 6th " |
| SWATOW, CHEFOO, NEWCHANG, and TIENTSIN | "NANOHANG" | 6th " |
| KOBE | "TAIYUAN" | 7th " |
| SAMARANG and SOERABAYA | "SHANTUNG" | 15th " |
| MANILA | "SUNGLANG" | 15th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED "C" SALOON FARES, SINGLE AND RETURN, TO MA ILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd July, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|---------------------------------|
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | SATURDAY, 4th July, at 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 11th July, at 10 A.M. |
| PERLA | 1980 | J. McGinty | | |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

| Steamship | Tons | Captain | To Sail |
|--------------|-------|---------------------|----------------|
| "INDRAVELLI" | 4,899 | R. P. Craven | July 14, 1903. |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | Aug. 14, " |
| "INDRASAMHA" | 5,197 | W. E. Craven | Sept. 13, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------|-----------------|--------------|--------------------|
| FOR ANPING | "MAIDZURU MARU" | T. Saito | SUNDAY, 5th July. |
| FOR TAMSUI | "DAIGI MARU" | T. W. Groves | TUESDAY, 7th July. |
| FOR FOCHOW | "ANPING MARU" | J. Goto | FRIDAY, 10th July. |
| FOR TAMSUI | "DAIJIN MARU" | T. Ogata | SUNDAY, 12th July. |

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 4, Des Voeux Road Central.

Hongkong, 1st July, 1903.

T. ARIMA, Manager.

(13790)

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st May, 1903. [350]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer"KWONG CHOW"
1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hong-
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903. [322]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship"BENLOMOND,"
Captain Hutton, will be despatched as above
on or about THURSDAY, the 2nd July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th July, 1903. [689]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship"GLENESK,"
Captain Rafferty, will be despatched as above
on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Agents.
Hongkong, 5th June, 1903. [671]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.
THE Steamship"GLENGARRY,"
Captain Willy, will be despatched as above
on TUESDAY, the 14th July.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Agents.
Hongkong, 25th June, 1903. [751]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

| Steamship. | Captain. | Tons. | Sailing Date. |
|--------------|--------------|-------|---------------------------------|
| ROHILLA MARU | E. P. Bishop | 3,869 | TUESDAY, 7th July, at 11 A.M. |
| ROSETTA MARU | N. Tate | 3,876 | SATURDAY, 11th July, at 11 A.M. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 2nd July, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR MANILA.
THE Company's Steamship"YUENSANG,"
Captain S. J. Payne, will be despatched as above
on FRIDAY, the 3rd July, at 4 P.M.
This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 27th June, 1903. [761]FOR KOBE, NAGASAKI AND
VLADIVOSTOK.
Calling at GENBAY.

THE Steamship

"SAVOIA,"
Captain Deinat, will be despatched for the
above Ports on MONDAY, the 6th July,
at Noon.
This Steamer has Superior Accommodation
for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd June, 1903. [742]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CUL-
OMB, BOMBAY, KARACHI, ADEN,
SUZ and PORT SAID.(Taking Cargo at through rates to the
BRAZILS, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEBANT,
VENICE and ADRIATIC PORTS.)
THE Company's Steamship"TRIESTE,"
Captain Mecozzi, will be despatched as above
on TUESDAY, the 21st July.
For information as to Freight and Freight
apply toSANDER, WIELER & Co.,
Agents.

Hongkong, 30th June, 1903. [689]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao
at 7.30 A.M., from Macao to Hongkong
at 2 P.M., SUNDAY included.1st Class fare (including cabin and servant),
\$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steage, \$0.50.Superior cabin accommodation.
Wharf in Hongkong, opposite Central
Market; at Macao, C. M. S. N. Company's
Wharf.For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 22nd June, 1903. [697]

EXCURSION TO MACAO.

THE Fast and Commodious Steamship

"WING CHAI,"
will leave her wharf, opposite Central Market,
EVERY SUNDAY (during the Summer
Months) at 8.30 A.M. returning at 6 P.M. or
later.FARE.—Return Ticket including Tiffin and
Dinner (if her on Board or at Macao Hotel) \$5.
A Maished for Sea Bathing is provided and
Bathing Clothes, &c., provided at a reasonable
rate.

Hongkong, 30th June, 1903. [714]

NOTICE.

HONGKONG-MACAO LINE.

THE steamer "WING CHAI" RESUMES
RUNNING on THURSDAY MORN-
ING, the 2nd July.SAM WANG & CO., LD.
Hongkong, 30th June, 1903. [772]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"
Captain M. Courtney, will be despatched as
above on TUESDAY, the 7th July, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th June, 1903. [775]THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA,"
Captain H. N. Spiesen, on or about SATUR-
DAY, the 25th July.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 19th June, 1903. [761]

Consignees.

S.S. "POLYNESIAN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Memphis*, and from Bor-
den ex s.s. *Ville de Lorient*, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed
and stored at their risks into the Godowns
of the Hongkong and Kowloon Wharf and Go-
down Co., Limited, at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, of the 29th instant, requesting it to
be landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 6th July, at NOON,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 6th July, or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 6th July, at 3 P.M.
No Fire Insurance has been effected.G. DE CHAMPEAUX,
Agent.

Hongkong, 29th June, 1903. [703]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO,
AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"
having arrived from the above Ports, con-
signees of cargo are hereby informed that their
Goods are being landed and placed at their
risk in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon,
where each consignment will be sorted out
mark by mark and delivery can be obtained as
soon as the Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 6th July will
be subject to rent.All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 9th July, or claims in
connection therewith will not be recognised.
NIPPON YUSEN KAISHA.

Hongkong, 30th June, 1903. [776]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.E. W. TILDEN,
Agent.

Hongkong, 1st July, 1903. [1]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.The Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.,
Hongkong, 28th May, 1903. [25]HONGKONG AVERAGE MARKET
PRICES.

Corrected 2nd July, 1903. per \$ Max.

BUTCHER MEAT

Beef sirloin & prime cut—Mei Lung Pa 17
" Corned—Ham Ngau Yuk 17
" Roast—Shiu 17
" Soup, Tong Yuk 17
" Stew—Ngau Yuk Pa 17
" Sauces—Ngau Yuk Chong 16
Bullock's Brains—Know 16
" Tongue fresh—Ngau Li 45
" Corned—Ham Ngau Li 55
" Head—Ngau Tau 55
" Heart—Ngau Sum 55
" Hump, Salt—Ngau Kin 14
" Feet—Ngau Kerk 18
" Kidneys—Ngau Yiu 8
" Tail—Ngau Mei 8
" Liver—Ngau Con 16
" Triple (under ribs)—Ngau To 9
Calves' Head and Feet—Ngau-chai
" tau-keok—set 75
Mutton Chop—Yeung Pui Kwat 25
" Leg—Yeung Pei 24
" Shoulder—Yeung Shau 20
Pigs' Chitlings—Chu chong 7
" Brains—Chi Know—per set 7
" Feet—Chi Keok 12
" Fry—Chi Chak 12
" Head—Chi Tai 13
" Heart—Chi Sum 13
" Kidneys—Chi Yiu 13
" Liver—Chi Kon 24
Pork, Chop—Chi Pui Kwat 18
" Corned—Ham Chu Yuk 18
" Leg—Chu Pei 18
" Fat or Lard—Chu Yau 22
Sheep's Head and Feet—Yeung Tai
" Keok—set 45
" Heart—Yeung Sum 45
" Kidneys—Yeung Yiu 9
" Liver—Yeung Con 22
Sucking Pigs, To Order—Chu Chai 16
Suet, Beef—Sang Ngau Yau 18
" Mutton—Sang Yeung Yau 22
Veal—Ngau Chai Yuk 16
" Sausages—Ngau Chai Yuk Tong 15

POULTRY.

Chicken—Kai Chai 36
Capons, Large, Small—Sin Kai 32
Ducks—Ap 24
Doves—Fan Kau 24
Eggs, Canton—Kai 23
Fowls, Canton—Kai 23
" Hainan—Hoi Nam Kai 23
Geese—Nyo 25
Geese, Wild Shanghai—Sheung Hoi Yau 25
" Ngo 25
Musk Deer—Wong Keng 25
Hare—Tu Chai 25
Partridge—Che Khoo 25
Pheasant—Shau Kai 25

Pigeons, Canton—Pak Kup each 30

Hohow Pak Kup 24

Quail—Un-Chun 24

Rice Birds—Wo Fa Cheuk 24

Snipe—Sa Chui 24

Turkeys, Cock—Fo Kai Kung 75

Hen—Na 55

Wild Ducks, Shanghai, Sui-ap pair 1

Teal, Shanghai, Sui Ap Chai, each 1

Wild Ducks Canton—Sang Shing Sui 1

Apea—per pair 1

FISH.

Barbel—Ka Yu 14

Bream—Bin Yu 12

Canton Fresh Water Fish—Hoi Sin Yu 13

Carp—Li Yu 14

Catfish—Chik Yu 9

Codfish—Mun Yu 9

Crabs—Hoi 14

Cuttle Fish—Muk Yu 11

Dab—Sa Mang Yu 10

Dace—Vong Mei Lun 9

Dog Fish—Tit To 8

Eels, Concor—Hoi Man Yu 13

Fresh water—Tam Sui Yu 13

Yellow—Wong Sin 24

Frogs—Tien Kai 32

Garoupa—Sak Pan 32

Gudgeon—Pak Kup Yu 11

Herrings—Tao Pak 16

Halibut—Cheung Kwan Yu 18

Labrus—Wong Fa Yu 16

Loach—Wu Yu 24

Lobsters—Lung Ha 20

Mackerel—Chi Yu 12

Monk Fish—Mon Yu 22

Mullet—Chai Yu 18

Oysters—Sang Hoo 14

Parrotfish—Kai Kung Yu 14

Pike—Tau Loo 13

Plaice—Fan Yu 9

Pomfret, Black—Lak Chong 16

Pomfret, White—Pak Chong 20

Prawns—Ming Ha 24

Ray—

Shipping.

Arrivals.
Devawongse, Ger. s.s., 1,057, Kumpel, 1st July, —Bangkok 25th June, Rice.—B. & S.
Chiyo Maru, Jap. s.s., 1,082, Kitaka, 2nd July, —Chinkiang 26th June, Gen.—Kwong Man Wo.
Coromandel, Br. s.s., 2,783, Montford, 2nd July, —Bombay 17th June, and Singapore 27th, Mails, Opium and Twist.—P. & O. S. N. Co.
Glenatney, Br. s.s., 1,944, Stevenson, R.N.R., 2nd July, —Swatow 1st July, Ballast.—McG. B. & G.
Rohilla Maru, Jap. s.s., 2,399, Bishop, 2nd July, —Manila 30th June, Gen.—T. K. K.

Clearances at the Harbour Office.

San Cheong, for Canton.
Hoi Ho, for Canton.
Clara Jensen, for Haiphong.
Michael Jensen, for Haiphong.
Chiyo Maru, for Canton.
Wuchung, for Haiphong.
Pak Kong, for Macao.
Jasumi Maru, for Singapore.
Siberia, for Shanghai.
Taichong, for Haiphong.
Ayr, for Kutchinotzu.
Kwongchow, for Canton.

Departures.

Siberia, for San Francisco.
Arge, for Moji.
Andree Rickmers, for Bangkok.
Labor, for Kuratsu.
Hakata Maru, for Kobe.
Saveria, for Singapore.
Tyden, for Yokohama.
Twifor, for Swatow.
Michael Jensen, for Pakhoi.
Glenatney, for Amoy.
Wuchung, for Shanghai.

Passengers arrived.

Per Devawongse, from Bangkok—Messrs. Frank Carter, Grotjahn, and 25 Chinese.
Per Coromandel, for Hongkong from London—Miss M. E. North, and Mrs. Wintour's amah.
From Bombay—Mr. Hagi Abdullah, from Colombo—Mrs. Whitlow, infant and amah.
From Singapore—Messrs. Li Lan, Lai Ping Tong, Yap Yui Yeok, Rozza, Perpetro, and 2 Chinese assistant. For Shanghai from London—Capt. N. G. Thompson, and Mrs. Robertson's amah.
Per Rosetta Maru, from Manila—Messrs. Chan Yui, Kan Wan Chong, Ng Tong, Lee Tung Kwei, Tsang Chue Sun, Lai Chun Sun, Leung Kin Cho, Chan Ngan Nam, Ho Yuen, Kam Cheong Wing, Gao Cui, Tan Guan Sui, Tan Pico, Tan Chiu Co, Tan Liong Guico, Chan Shun Chan Cao, Miss Shue Hwaok, Mr. R. Nakamura, Mrs. Toyo Shibata, Messrs. Lee Hon, Jia Peng Qui, Tan Tin, Dy Peng Co, Tan Chan Yee, Lim Cao, Z. Joe, Tan Gung Co, Miss Hsue Hamada, Messrs. M. Kumagi, M. Ota, Jukichi Saida, Lai Fook, Lai Ping Sain, and Lai Yuen.
Per Rohilla Maru, from Manila—Messrs. Blake, A. Catro, Mrs. and Miss Morteri, and 52 Chinese.

Passengers departed.

Per Hakata Maru, for Japan—Messrs. M. Kobayashi, N. Niki, F. A. Hazland, Dr. T. Honda, Dr. J. Nakagawa, Messrs. G. Eng Siki, T. Ishii, R. McPhee, J. Newman, J. Kerr, S. Takagaki, Dr. K. Nagino, Messrs. C. Castillo, M. Ponce, Misses Nirol (2), and Mr. S. Miyata.
Per Rosetta Maru, for Manila—Messrs. George Wright, O. D. Miller, Ho Fan, Cheung Chay, Mrs. R. W. Brown and amah, Mrs. I. F. Case, Mr. and Mrs. George F. Wilton, Messrs. Miguel Henry, W. C. Welborn, Mrs. G. A. Nugent, Mr. Jas. A. Dalton, U.S.A., Lieut. and Mrs. A. Oliver, U.S.A., Messrs. John Siefert, Joseph Barkley, Max. Welk, Charles Case, F. S. Allen, J. Levy, Misses Adela Henry, Maria Henry, Mr. T. P. Jackson, Miss F. Lopez, Mr. Russell Colegrove, Miss Kio Fukuda, Messrs. W. N. Chandler, Rosendo Luis, Thos. McMillan, F. R. French, Jas. Docherty, Ng Kam, Ng Cheong, Lee Sic Pang and Quieng Hian Hiy.
Per Siberia, for Shanghai—Messrs. F. A. Rapp, R. H. Kirchoff, Lieut. Rhodes, Messrs. Balwin, Mourrette, Capt. C. W. Mead and native servant, Mrs. Doonal, and W. D. Nandor. For Nagasaki—Messrs. S. Nakayama, A. Viaveanos, W. S. Harrison, Misses Ohtaki and Ohyee. For Yokohama—Mr. S. Fulcher, Lieut. H. A. Herbert, Col. and Mrs. Forbes and Miss Woodward. For Honolulu—Mr. Yuen Cheong, Mrs. Wing Shee, Messrs. Lee Pay, Lee Young Fon, Look Tan Chong and Lok Chong. For San Francisco—Capt. J. H. Whitehead, Mr. and Mrs. W. B. Curtis, Mr. and Mrs. W. W. Lewison, Mrs. H. F. Pack, Messrs. Geo. A. Led rie, M. H. Hicks Beach, Capt. Maddock, Mr. and Mrs. A. L. Pitcher, Messrs. E. O. Johnson, P. D. Cornan, John H. French, Capt. J. J. Pershing, U.S.A., Messrs. Curtis, Jr., Lee Hin and native servant, Mrs. Chun Shee and native servant, Mr. Sing Quong, Miss Lee Pan, Master Lee Sing, Messrs. Lee Kow, Lee Lee Lung Yuen, Mrs. Jung Shee, Miss Lee Tou Wan, Lieut. G. Kitchner, R.N., Mrs. I. case, Miss-Adela Worcester, Master Worcester, Mr. and Mrs. D. C. Worcester, Miss I. Omura, Messrs. Low Quong Fong, How Gin He and Wong Yau Choy.

Shipping Reports

Str. Glenatney from Swatow—Light S.W. wind, a moderate swell, frequent rain squalls.

Ships Expected.

| Vessels | From | Agents | Due |
|------------------|------------|--------------|---------|
| Ischia | Singapore | C. & Co. | July 3 |
| Tartar | Shanghai | C. P. R. Co. | July 5 |
| Empress of Japan | Singapore | C. P. R. Co. | July 6 |
| Lightning | Singapore | C. P. R. Co. | July 6 |
| Indravelli | Japan | P. & A. Co. | July 7 |
| Prinz Heinrich | Singapore | M. & Co. | July 8 |
| Preussen | Japan | M. & Co. | July 8 |
| America Maru | Japan | T. K. K. | July 8 |
| Australian | P. Darwin | G. L. & Co. | July 9 |
| Kasuga Maru | Taipei Id. | N. Y. K. | July 9 |
| Kumsang | Calcutta | J. M. & Co. | July 14 |
| Hyades | Victoria | N. P. Co. | July 16 |

Hongkong & Whampoa Dock Returns.

| Vessels | From | Agents | Due |
|-------------------|-----------------|--------|-----|
| Taiyuan | at Kowloon Dock | | |
| Pathfinder | " | " | " |
| Antonio Macleod | " | " | " |
| Chuentiao | " | " | " |
| Carl Diederichsen | " | " | " |
| San Joaquin | " | " | " |
| Shantung | " | " | " |
| Laisang | " | " | " |
| Wongkoi | Cosmopolitan | " | " |

Vessels in Port.

| Vessels | From | Agents | Due |
|---|------|--------|-----|
| Antonio Macleod, Am. s.s., Ugarta, 15th June, —Hilo 10th June, Gen.—B. & Co. | | | |
| Atholl, Br. s.s., 3,031, Porter, 28th June, —San Francisco 26th May, Yokohama 20th June, and Moji 23rd, Gen.—C. G. S. Co. | | | |
| Ayr, Br. s.s., 1,935, Gibson, 3rd June, —Moji 24th June, Gen.—M. B. K. | | | |
| Borneo, Ger. s.s., 1,341, Muhle, 25th June, —Sankain 20th June, Timber and Gen.—M. & Co. | | | |
| Carl Diederichsen, Ger. s.s., 774, Schlaikier, 28th June, —Hohow 27th June, Rice and Gen.—J. & Co. | | | |
| Chingtu, Br. s.s., 1,459, Howie, 30th June, —Yokohama via Kobe and Moji 20th June, Gen.—B. & S. | | | |
| Clara Jensen, Ger. s.s., 1,714, Bendixen, 1st July, —Haiphong 27th June, and Hoihow 30th, Rice and Gen.—Jensen & Co. | | | |
| Coptic, Br. s.s., 2,744, Rinder, 30th June, —San Francisco 3rd June, and Shanghai 28th, Mails and Gen.—O. & S. S. Co. | | | |
| Hailan, Fr. s.s., 377, Andersen, 1st July, —Pakhoi and Hoihow 30th June, Gen.—A. R. M. | | | |
| Holstein, Ger. s.s., 985, Lorenzen, 30th June, —Jensen & Co. | | | |
| Idzumi Maru, Jap. s.s., 2,301, Yagi, 30th June, —Moji 25th June, Gen.—N. Y. K. | | | |
| Kish, Br. s.s., 3,147, Robertson, 23rd June, —New York via Singapore and Manila 20th June, Gen.—S. T. & Co. | | | |
| Laisang, Br. s.s., 2,235, Cou tney, 28th June, —Singapore 22nd Ju e, Gen.—J. M. & Co. | | | |
| Pompey, Am. s.s., 1,200, Range, 28th May, —Manila, P.I. 25th May, Ballast.—U. S. Government. | | | |
| Progress, Ger. s.s., 682, Bremer, 20th June, —Touane 27th June, Gen.—S. & Co. | | | |
| Quarta, Ger. s.s., 1,146, Johannesen, 28th June, —Mauritius 6th June, Sugar.—S. W. & Co. | | | |
| Rajaburi, Ger. s.s., 1,187, Wendig, 30th June, —Bangkok via Kolsichang 24th June, Rice.—H. & S. | | | |
| Rubi, Br. s.s., 1,611, Almond, 29th June, —Manila 27th June, Gen.—S. T. & Co. | | | |
| San Joaquin, Am. s.s., 237, Coldie, 26th Apr., —from Apari, Ballast.—Order. | | | |
| Savoia, Ger. s.s., 2,395, Delnat, 29th June, —Vladivostok and Mororan 21st June, Coal and Gen.—H. A. L. | | | |
| Tacoma, Am. s.s., 1,689, Dixon, 25th June, —Tacoma, Wash. U.S.A. 25th May, Mails and Gen.—D. & Co., Ltd. | | | |
| Taichong, Ger. s.s., 828, Wiebking, 1st July, —Haiphong and Hoihow 30th June, Rice and Pig, &c.—A. R. M. | | | |
| Taitu, Ger. s.s., 1,063, Menzell, 20th June, —Mauritius via Singapore 14th June, Gen.—E. A. T. Co. | | | |
| Taiyuan, Br. s.s., 1,459, Dawson, 23rd June, —Australia 29th May, Gen.—B. & S. | | | |
| Telemachus, Br. s.s., 1,399, Williamson, 29th June, —Saigon 25th June, Rice and Flour, &c.—Nam Wo & Co. | | | |
| Tetartus, Ger. s.s., 1,578, Desler, 30th June, —Singapore and Hoihow 23rd June, Rice.—S. & Co. | | | |
| Wuchung, Br. s.s., 801, Somerville, 28th June, —Cebu and Hilo 24th June, Gen.—H. & S. | | | |
| Yuensang, Br. s.s., 1,128, Payne, 29th June, —Manila 26th June, Hemp and Gen.—J. M. & Co. | | | |

SAILING VESSELS.

| Vessels | To | Agents | Due |
|---|----|--------|-----|
| Alcidas, Br. ship, 2,192, Dart, 22nd June, —New York 21st Feb. Case Oil.—S. O. Co. | | | |
| Boldien, Fr. bq., 1,241, Harong, 24th June, —New York 15th Dec., Kerosine.—S. O. Co. | | | |
| Columbia, Am. sch., 772, Sprague, 27th Mar., —B. & S. | | | |
| Connatible Richmond, Fr. bq., 1,732, Rault, 5th June, —New York 1st Dec., Kerosine.—S. O. Co. | | | |
| Dharwar, Swed. bq., 1,270, Larsson, 11th Apr., —Fremantle 11th Dec., Sandalwood.—J. M. & Co. | | | |
| Grosvenor, Br. bq., 516, Boga, 14th June, —Mauritius 16th Jan., Sugar.—A. & Co. | | | |
| Kentimere, Br. 4-masted bq., 2,437, Burch, 27th Apr., —Shanghai 20th Apr., Ballast.—S. O. Co. | | | |
| Pierre Anonine, Fr. bq., 1,740, Retegnet, 1st Apr., —New York 3rd Oct., Oil.—Order. | | | |
| Prince Albert, Norw. ship, 1,498, Hansen, 10th June, —Fremantle 29th Apr., Sandalwood.—Gilman & Co. | | | |

Ships Passed the Canal.

Outward—2nd June—Horsley, Baguagem Marguier, 9th June—Glenyle, Khalif, Benlova, Adona, Salsuna, Mogul, 12th June—Sibola, Marienthskier, Indrami, Dardanis, Machan, Manaton, Waishing, 16th June—Alstia, 10th June—Awa Maru, Breichkel, Braemar, Darton, Diomed, 24th June—Palawan, Banglar, Solweig, 26th June—Eva, 1st July—Bamberg, Patroschi, Sachten, Devonshire.

Homeward—16th June—Caledonien, 19th June—Yarra, 23rd June—Agamennon, Zieten, 24th June—Prinz Heinrich, 25th June—Candia, Salasia, Bombay, 1st July—Kanae Maru.

Arrivals at Home—16th June—Freiburg, 18th June—Socotra, 19th June—Bayern, 23rd June—Wakasa Maru, Caledonien, 25th June—Sibola, 1st July—Jason, Richmond Castle.

Post Office.

A Mail will close for:—

Haiphong—Per Taichong, 3rd inst., 9 A.M.
Canton—Per Kinsan, 3rd inst., 9.30 A.M.
Macao—Per Hengshan, 3rd inst., 1.15 P.M.
Ningpo and Shanghai—Per Takang, 3rd inst., 2 P.M.
Manila—Per Yuensang, 3rd inst., 3 P.M.
Singapore—Per Takang, 3rd inst., 4 P.M.
Chefoo and Newchwang—Per Quarta, 3rd inst., 4 P.M.
Nantao—Per Taichong, 3rd inst., 5 P.M.
Canton—Per Fatshan, 3rd inst., 5 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 4th inst., 11 A.M.
Kobe, Nagasaki, Gensan and Vladivostok—Per Savoia, 6th inst., 11 A.M.
Manila—Per Rohilla Maru, 7th inst., 10 A.M.
Kobe—Per Taichong, 7th inst., 11 A.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Tacoma, 7th inst., 11 A.M.
Singapore, Penang and Calcutta—Per Laisang, 7th inst., 11 A.M.
Europe, &c., India, via Tuticorin—Per Prasanna, 9th inst., 11 A.M.
Manila—Per Zafiro, 11th inst., 9 A.M.
Singapore, Penang and Bombay—Per Ischia, 13th inst., 11.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 15th inst., 11 A.M.
Samarang and Sumbawa—Per Shantung, 15th inst., 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per Tarkur, 22nd inst., 11 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 2nd at 11.35 a.m. The barometer has fallen over E. Japan, risen over W. Japan, and the coast of China.
The depression is moving E.N.E. over the S.E. part of the Sea of Japan. Pressure is relatively high between the E. coast of China and W. Japan, and over the S. part of the China Sea.
Moderate E. winds in the Formosa Channel, and moderate S.W. monsoon over the N. part of the China Sea.
Forecast:—S.W. or variable winds, light or moderate; thundershowers.

YESTERDAY'S WEATHER REPORT.

| | On date at | On date at |
|-------------|------------|------------|
| Barometer | 29.73 | 29.69 |
| Temperature | 83 | 83 |
| Humidity | 83 | 85 |
| Rainfall | 0.05 | — |

CHINA COAST METEOROLOGICAL REGISTER.

| | July 2nd, 1903. | Bar. Th. Hu. Wind W. |
|---------------|-----------------|----------------------|
| Vladivostok | 7 a.m. 29.69 | 56 99 W 2 a |
| Hakodate | 5 a.m. 29.80 | — NE 6 a |
| Kobe | 29.66 | — E 4 a |
| Tokio | 29.47 | — S 2 a |
| Yokohama | 29.56 | — N 8 a |
| Nagasaki | 29.83 | — 0 a |
| Kanagawa | 29.76 | — NW 2 a |
| Oshima | 29.77 | — NW 2 a |
| Naha | 29.78 | — S 2 a |
| Ishigakijima | 29.74 | — 0 a |
| Taihouku | 29.75 | — 0 a |
| Taihouku | 29.76 | — 0 a |
| Taihouku | 29.77 | — SE 2 a |
| Koshu | 29.77 | — NW 2 a |
| Pescadore | 29.77 | — S 6 a |
| Weihowai | 9 a.m. 29.74 | 80 W 2 a |
| Gulfat | 10.01 74.81 | SE 1 cv |
| Sharp Peak | 29.80 74.88 | NNE 3 cv |
| Amoy | 6.30 a.m. 29.70 | 80 ENE 1 cm |
| Swatow | 9 a.m. — | — |
| Canton | — | — |
| Hongkong | 10 a.m. 29.78 | 81 95 W 1 o |
| Victoria Peak | — | — |
| Gap Rock | 29.76 | — SSW 3 |
| Cebu | 29.77 | — WSW 1 o |
| Manila | 29.83 | 90 66 W 1 o |
| Malate | — | — 0 c |
| Bacolod | — | — 0 b |
| Hilo | 29.84 | 83 — E 1 o |
| Cebu | 29.85 | 83 — N 1 o |
| C. St. James | 10 a.m. — | — |

VISITORS AT THE HOTELS.

| HONGKONG. | KING EDWARD. | CONNAUGHT. | OCCIDENTAL. | PEAK. | CRAIGIEBURN. | KOWLOON. |
|--------------------------|--------------------------------|---------------------|--------------------------------|--|--|---------------------|
| Anderson, Mr. | Hooper, Mr. and Mrs. | Bond, H. N. | Adamsen, Mrs. and Kency, F. O. | Allis, Mr. and Mrs. F. Jones, Mr. and Mrs. P. B. and child | Hase, Miss | Curran, Capt. D. J. |
| Andrews, H. W. | Howard, Thos. | Coulson, Mr. | family | B. and child | Bauefield, Master and Lambelle, Lieut. and nurse | Grabau, Jas. Wm. |
| Anton, A. S. | Icely, Rev. F. | Ellis, Mr. and Mrs. | Chowch, Capt. R. | Allison, A. | Gaskell, Mr. and Mrs. Moss, D. K. | Kinberry, Capt. |
| Begley, H. T. | Jamieson, Mrs. | Fanlo, Miss Anora | Curtis, W. W. | Barnett, Dr. | Harvey, Lieut. and Struckmeyer, O. | Jewell, Frank F. |
| Black, Mr. and Mrs. | Jamieson, Mr. | Felices, Miss E. | Dabbs, W. | Beattie, Andrew | Mrs. J. S. | |
| Boggan, Mr. and Mrs. R. | Joseph, Mr. and Mrs. | Felices, Sebastian | Dicks, George A. | Beha, Geo. | Wright, Mr. and Mrs. | |
| Bonner, E. A. | Katsch, E. A. | Howard, E. | Donald, W. H. | Benson, A. P. D., Major | R. F. child and nurse | |
| Bonnet, F. | Leggatt, E. A. | Kofod, Capt. | Hesse, E. | Berkley, H. G. | | |
| Bowers, Dr. | Macgowan, R. J. | | Houghton, R. | Bernard, Mrs. | | |
| Brown, W. S. | Mandsley, W. A. | | Lee, G. E. | Brown, Mrs. R. W. | | |
| Buck, Hart | Marriott, Dr. A. | | | Brusse, George | | |
| Carter, Frank | Mast, Sydney | | | Bunny, Major and Mrs. | | |
| Clarke, W. G. | Mast, Mr. E. | | | J. W. and children | | |
| Colson, F. T. | Mercetti, J. | | | Chapman, Mr. and Mrs. | | |
| Dawson, Mrs. F. | Miller, P. L. | | | Chichester, Maj. A. A. | | |
| Dean, G. | Murphy, Mr. and Mrs. E. O. | | | French, A. S. C. Major | | |
| Derbyshire, J. H. | Oswald, Mrs. | | | G. A. | | |
| Douglas, R. | Parfit, W. | | | Fuchs, A. | | |
| Douglas, Capt. & Mrs. J. | Pascual, C. | | | Gibson, Dr. Robert | | |
| Downing, T. C. | Potts, W. H. | | | Grant, G. C. Lindsay | | |
| Dunn, Mr. and Mrs. J. E. | Reid, H. J. | | | Hamilton, Major A. B. | | |
| Edwards, F. W. | Skott, C. | | | Hewitt, F. T. Baines | | |
| Ellis, Mr. and Mrs. A. | Thomas, J. A. | | | Hibbe, F. | | |
| Emerson, A. | Thomson, Dr. J. C. | | | Jeffries, H. U. | | |
| Fisher, H. G. | Walker, Mr. and Mrs. W. B. | | | Joseph, Mr. and Mrs. E. J. | | |
| C. P. and maid | Watkins, C. G. | | | | | |
| Georg, C. | White, Jas. W. | | | | | |
| Glover, C. | Woolmer, Mr. & Mrs. | | | | | |
| Grant, F. A. | Wright, Mr. and Mrs. C. Gordon | | | | | |
| Haughwout, W. B. | Wynn, T. J. | | | | | |
| Hill, L. D. | | | | | | |

THE SHARE MARKET.

| STOCKS. | PAID UP VALUE. | LAST DIVIDEND. | TO-DAY'S QUOTATIONS. |
|--|----------------|---|----------------------|
| BANKS. | | | |
| Hongkong and Shanghai Banking Corporation..... | \$ 125 | { Div. of 1/10/- and bonus of 10/- @ 1/7-52 1/2 for half-year ending 31/12/1902. | \$680 b. |
| National Bank of China, Ltd..... | £ 8 | 3 1/4 = 51 1/2 for 1902 | \$27 1/2 |
| Do. Founders..... | £ 1 | None | \$10 |
| MARINE INSURANCES. | | | |
| Union In. Society of C'lon, Ltd. | \$ 100 | 60 per cent = \$30 per share for 1901 ... | \$500 |
| China Traders' In. Co., Ltd. | \$ 25 | 16 % = \$1 for year ended 30/4/1902..... | \$25 |
| North China In. Co., Ltd. | £ 25 | Interim of 1 for 1902..... | Tls. 220 |
| Yangtze In. Association, Ltd. | \$ 60 | 20 % = \$12 for 1901 | \$130 |
| anton In. Office, Ltd. | \$ 50 | 28 % = \$14 per share for 1901 | \$180 b. |
| FIRE INSURANCES. | | | |
| Hongkong Fire In. Co., Ltd. | \$ 50 | \$22 1/2 per share for 1901 | \$330 |
| China Fire In. Co., Ltd. | \$ 20 | \$6 per share for 1901 | \$85 sa. |
| SHIPPING. | | | |
| Hongkong, Canton, & Macao S. B. Co., Ltd. | \$ 15 | \$14 for half-year ending 31/12/1902 | \$38 b. |
| Indo-China S. N. Co., Ltd. | £ 10 | Fin. of 12/- making £ 1 for 1901 | \$105 |
| China & Manilla S. S. Co., Ltd. | \$ 50 | 10 % for 1900 | \$25 |
| Douglas S. S. Co., Ltd. | \$ 50 | Div. of \$3 for year ended 30/6/1902..... | \$24 |
| "Star" Ferry Co., Ltd. | \$ 10 | \$1.20 = 12 % for year ending 30/4/03 | \$27 b. |
| "Shell" Transport & Trading Co., Ltd. | \$ 5 | 60 cts. 30 3/4 | \$17 b. |
| Taku Tug & Lighter Co., Ltd. | £ 1 | 3rd Interim of 6d. for 1902 | \$14/- s. |
| Shanghai Tug Boat Co., Ltd. | Tls. 50 | Final of 5 % making 7 % for the year | Tls. 48 s. |
| hanghai Cargo B. Co., Ltd. | Tls. 100 | Final of 7 % making 20 % for 1902..... | Tls. 345 b. |
| Co-operative Cargo B. Co., Ltd. | Tls. 100 | Final of 7 % making 13 % for 1902..... | Tls. 172 1/2 b. |
| REFINERIES. | | | |
| China Sugar Refining Co., Ltd. | \$ 100 | Fin. of 5 % making \$12 for 1901 | \$103 |
| Luon Sugar Refining Co., Ltd. | \$ 100 | \$3 per share for 1897 | \$10 |
| Perak Sugar Cultivation Co., Ltd. | Tls. 50 | Fin. of 7 % for year ending 30.9.02 | Tls. 70 s. |
| MINING. | | | |
| Punjom Mining Co., Ltd. | \$ 11 | None | \$24 b. |
| Punjom Mining Preference Shares | \$ 1 | None | 25 cts. b. |
| Société Française des Charbonnages du Tonkin | Fr. 250 | Int. of Frs. 30 per share for 1902 | \$600 |
| Jebeu Mining & Trading Co., Ltd. | \$ 5 | No. 9 of 5 % for 1-year end. 31/7/94 | \$14 s. |
| Raub Australian Gold Mining Co., Ltd. | £ 10.10 | No. 12 of 1/- per share 28/1/01 | \$9 |
| Chinese Engineering & Mining Co., Ltd. | £ 1 | No. 1 of 1/6 per share 10/10/02 | Tls. 7 s. |
| DOCKS, WHARVES AND GODOWNS. | | | |
| Hongkong & Whampoa Dock Co., Ltd. | \$ 50 | 10 % & bonus 2 % for 1 year 31/12/02..... | \$215 |
| S. C. Farnham, Boyd & Co., Ltd. | Tls. 100 | Interim of Tls. 7 | Tls. 182 1/2 sa. |
| Hongkong & Kowloon Wharf & Godown Co., Ltd. | \$ 50 | Final of \$2 1/2 making 5 1/4 for 1902 | \$90 s. |
| New Amoy Dock Co., Ltd. | \$ 6 1/2 | \$2 1/2 for 1901 | \$40 b. |
| Shanghai & Hongkew Wharf & Godown Co., Ltd. | Tls. 100 | Final of Tls. 12 making Tls. 18 for 1902 | Tls. 287 1/2 sa. |
| LANDS, HOTELS AND BUILDINGS. | | | |
| China Provident Loan & Mortgage Co., Ltd. | \$ 10 | 8 % = 80 cents per share for 1902 | \$9 1/2 b. |
| Hongkong Land Investment & Agency Co., Ltd. | \$ 100 | Final of \$6 making \$12 for 1902 | \$161 |
| K'loon Land & Building Co., Ltd. | \$ 30 | \$2.30 per share for 1902 | \$37 1/2 b. |
| West Point Building Co., Ltd. | \$ 50 | Final of \$1.60 making \$3.10 for 1902..... | \$51 b. |
| Hongkong Hotel Co., Ltd. | \$ 50 | \$6 for 2nd 1-year making \$12 for 1902 | \$154 |
| Oriente Hotel Co., Ltd. (Manila) | \$ 50 | 8 % = \$4 for 1-year ending 31.12.1900 | \$40 b. |
| Astor House Hotel Co., Ltd. | \$ 25 | 15 % for half-year ending 31.12.01..... | \$31 s. |
| Hotel des Colonies Co., Ltd. | Tls. 25 | 6 % for year ending 31/3/03 | Tls. 15 1/2 s. |
| Queen's Hotel (Wei-hai-wei) | Tls. 25 | First year | Tls. 25 |
| Humphreys Estate & Finance Co., Ltd. | \$ 10 | 9 per cent. for 1902 | \$12 |
| Shai Land Investment Co., Ltd. | Tls. 50 | Final of 6 % making 12 % for 1902 | Tls. 108 sa. |
| COTTON MILLS. | | | |
| Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. | \$ 10 | Interim of 40 cents per share..... | \$16 s. |
| Ewo Cotton Spinning & Weaving Co., Ltd. | Tls. 100 | 3 % for period ended 31.10.97 | Tls. 38 s. |
| International Cotton Manufacturing Co., Ltd. | Tls. 100 | Interim of 3 % on account of 1898 | Tls. 40 s. |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | Tls. 100 | Interim div. of 4 % on acct. of 1898 | Tls. 40 b. |
| Soy Chee Cotton Spinning Co., Ltd. | Tls. 500 | 4 % for period ended 31.12.00..... | Tls. 200 |
| CIGAR AND TOBACCO COMPANIES. | | | |
| Alhambra, Ltd. | \$ 500 | 25 % for year ending 30.6.1900 | \$250 |
| Philippine Tobacco Trust Co., Ltd. | \$ 50 | None | \$15 b. |
| Shanghai - Sumatra Tobacco Co., Ltd. | Tls. 20 | { Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 | Tls. 52 sa. |
| MISCELLANEOUS. | | | |
| Green Island Cement Co., Ltd. | \$ 10 | 12 % = \$1.20 per share for 1902 | \$24 1/2 |
| China-Borneo Co., Ltd. | \$ 12 | First year | \$10 |
| A. S. Watson & Co., Ltd. | \$ 10 | Interim of 3 % for 1902 | \$14 1/2 sa. |
| Watkins, Ltd. | \$ 10 | \$1 per share for 1902 | \$7 1/2 s. |
| Hongkong Electric Co., Ltd. | \$ 10 | 80 cents for year ending 30.4.1901 | \$13 1/2 b. |
| Hongkong Electric Co., Ltd. | \$ 5 | 40 cents for year ending 30.4.1902 | \$7 1/2 b. |
| Hongkong & China Gas Co., Ltd. | £ 10 | 10 % div. and 1 % bonus for 1901 | \$140 b. |
| Hongkong Rope Manufacturing Co., Ltd. | \$ 50 | \$10 for 1902 | \$140 sa. |
| Geo. Fenwick & Co., Ltd. | \$ 25 | 15 per cent = \$3.75 for 1902 | \$40 s. |
| Hongkong Ice Co., Ltd. | \$ 25 | Final of \$12, making \$16 for 1902..... | \$240 |
| Hongkong High-Level Tramways Co., Ltd. | \$ 100 | \$18 for year ending 31.11.1902 | \$320 s. |
| Dairy Farm Co., Ltd. | \$ 6 | 75 cents for year ending 31.7.1902..... | \$12 |
| Hongkong & China Bakery Co., Ltd. | \$ 50 | 5 per cent = \$2 1/2 for 1901 | \$40 s. |
| Campbell, Moore & Eastern Bell's Asbestos Agency, Ltd. | £ 12.6 | Div. of \$2 1/2 for 1902 | \$40 s. |
| United Asbestos Oriental Agency, Ltd. | \$ 4 | 80 cents for year ending 31.5.02..... | \$5 1/2 b. |
| Do. Founders..... | \$ 10 | \$19.80 for year end. 31/5/02 acct. 1903 | \$155 |
| Hongkong Steam Water-boat Co., Ltd. | \$ 10 | Interim of 6 % | \$14 b. |
| China Light & Power Co., Ltd. | \$ 20 | None | \$6 b. |
| Robinson Piano Co., Ltd. | \$ 50 | 5 % = \$2 1/2 for half-year 1901..... | \$50 |
| Vanilla Investment Co., Ltd. | \$ 50 | None | \$15 b. |
| William Powell, Ltd. | \$ 10 | Final of 50 cents for half-year 30.6.02 | \$10 |
| Maatschappij tot Mijn- en Boschen Landbouw exploitatie in Langkat, Limited | 100 | 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903 | Tls. 307 1/2 sa. |
| Telegraphic Address—"Rialto." | | BENJAMIN, KELLY & POTTS, Share Brokers? | |
| Telephone No. r48, P. O. Box No. 111. | | | |
| NOTE.—b.=buyers, s.=sellers, sa.=sales. | | | |

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.